

Coast Guard, DHS

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(b) No more than one door, other than a door to a bunker or shaft alley, may be fitted in a main transverse watertight bulkhead within spaces containing the following:

- (1) Main and auxiliary propulsion machinery.
- (2) Propulsion boilers.
- (3) Permanent bunkers.

§ 171.113 Trunks.

(a) For the purpose of this section, “trunk” means a large enclosed passageway through any deck or bulkhead of a vessel.

(b) Each trunk, other than those specified in paragraph (c) of this section, must have a watertight door at each end except that a trunk may have a watertight door at one end if—

(1) The trunk does not pass through more than one main compartment;

(2) The sides of the trunk are not nearer to the shell than is permitted by § 171.067(c) for the sides of a recess in a bulkhead; and

(3) The vessel complies with the subdivision requirements in this part when the volume of the trunk is included with the volume of the compartment into which it opens.

(c) Each trunk that provides access from a crew accommodation space and that passes through a main transverse watertight bulkhead must comply with the following:

- (1) The trunk must be watertight.
- (2) The trunk, if used for passage at sea, must have at least one end above the margin line and access to the other end of the trunk must be through a watertight door.
- (3) The trunk must not pass through the first main transverse watertight bulkhead aft of the collision bulkhead.

§ 171.114 Penetrations and openings in watertight bulkheads in a vessel less than a 100 gross tons.

(a) Penetrations and openings in watertight bulkheads must—

- (1) Be kept as high and as far inboard as practicable; and
- (2) Have means to make them watertight.
- (b) Watertight bulkheads must not have sluice valves.

(c) Each main transverse watertight bulkhead must extend to the bulkhead deck.

[CGD 85-080, 62 FR 51353, Sept. 30, 1997]

Subpart F—Openings in the Side of a Vessel Below the Bulkhead or Weather Deck

§ 171.115 Specific applicability.

(a) Sections 171.116, 171.117, and 171.118 apply to each vessel of 100 gross tons or more.

(b) Section 171.119 applies to each vessel under 100 gross tons.

[CGD 79-023, 48 FR 51017, Nov. 4, 1983, as amended by CGD 85-080, 61 FR 945, Jan. 10, 1996; 62 FR 51353, Sept. 30, 1997]

§ 171.116 Port lights.

(a) A vessel may have port lights below the bulkhead deck if—

(1) It is greater than 150 gross tons; and

(2) It is in ocean service.

(b) All port lights in a space must be non-opening if the sill of any port light in that space is below a line that—

(1) Is drawn parallel to the line formed by the intersection of the bulkhead deck and the shell of the vessel; and

(2) Has its lowest point $2\frac{1}{2}$ percent of the beam of the vessel above the deepest subdivision load line.

(c) For the purpose of paragraph (b) of this section, the beam of the vessel is measured at or below the deepest subdivision load line.

(d) Except as provided in paragraph (e) of this section, no port light may be located in a space that is used exclusively for the carriage of cargo, stores, or coal.

(e) A port light may be located in a space used alternately for the carriage of cargo or passengers.

(f) Each port light installed below the bulkhead deck must conform to the following requirements:

(1) The design of each port light must be approved by the Commanding Officer, Marine Safety Center.

(2) Each non-opening port light must be watertight.

(3) Each opening port light must be constructed so that it can be secured watertight.

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(4) Each opening port light must be installed with at least one bolt that is secured by a round slotted or recessed nut that requires a special wrench to remove. The nut must be protected by a sleeve or guard to prevent it from being removed with ordinary tools.

[CGD 79-023, 48 FR 51017, Nov. 4, 1983, as amended by CGD 88-070, 53 FR 34537, Sept. 7, 1988]

§ 171.117 Dead covers.

(a) Except as provided in paragraph (b) of this section, each port light with the sill located below the margin line must have a hinged, inside dead cover.

(b) The dead cover on a port light located in an accommodation space for passengers other than steerage passengers may be portable if—

(1) The apparatus for stowing the dead cover is adjacent to its respective port light;

(2) The port light is located above the deck that is immediately above the deepest subdivision load line;

(3) The port light is aft of a point one-eighth of the LBP of the vessel from the forward perpendicular; and

(4) The port light is above a line that—

(i) Is parallel to the line formed by the intersection of the bulkhead deck and the side of the vessel; and

(ii) Has its lowest point at a height of 12 feet (3.66 meters) plus 2½ percent of the beam of the vessel above the deepest subdivision load line.

(c) For the purpose of paragraph (b) of this section, the beam of the vessel is measured at or below the deepest subdivision load line.

(d) Each dead cover must be designed so that—

(1) It can be secured watertight; and

(2) It is not necessary to release any of the special nuts required in § 171.116(f)(4) in order to secure the dead cover.

§ 171.118 Automatic ventilators and side ports.

(a) An automatic ventilator must not be fitted in the side of a vessel below the bulkhead deck unless approved by the Commanding Officer, Marine Safety Center.

(b) The design and construction of each gangway, cargo and coaling port,

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and similar opening in the side of a vessel must be approved by the Commanding Officer, Marine Safety Center.

(c) In no case may the lowest point of any gangway, cargo and coaling port, or similar opening be below the deepest subdivision load line.

[CGD 79-023, 48 FR 51017, Nov. 4, 1983, as amended by CGD 88-070, 53 FR 34537, Sept. 7, 1988]

§ 171.119 Openings below the weather deck in the side of a vessel less than 100 gross tons.

(a) If a vessel operates on exposed or partially protected waters, an opening port light is not permitted below the weather deck unless—

(1) The sill is at least 30 inches (76.2 centimeters) above the deepest subdivision load line; and

(2) It has an inside, hinged dead cover.

(b) Except for engine exhausts, each inlet or discharge pipe that penetrates the hull below a line drawn parallel to and at least 6 inches (15.2 centimeters) above the deepest subdivision load line must have means to prevent water from entering the vessel if the pipe fractures or otherwise fails.

(c) A positive action valve or cock that is located as close as possible to the hull is an acceptable means for complying with paragraph (b) of this section.

(d) If an inlet or discharge pipe is inaccessible, the means for complying with paragraph (b) of this section must be a shut-off valve that is—

(1) Operable from the weather deck or other accessible location above the bulkhead deck; and

(2) Labeled at the operating point for identity and direction of closing.

(e) Any connecting device or valve in a hull penetration must not be cast iron.

(f) Each plug cock in an inlet or discharge pipe must have a means, other than a cotter pin, to prevent its loosening or removal from the body.

[CGD 85-080, 62 FR 51353, Sept. 30, 1997]